

Decarbonising the Transport Sector

What does Germany do?

Budapest, June 06, 2019

Supported by



of the Federal Republic of Germany



- CO2 emission from the transport sector in 2018 are on the same level as in 1990
- Number of vehicles and transport rates both are rising both for passenger cars and heavy duty
- The gap between manufacturer data and real world fuel consumption is 39% in average, for company cars even 42% (ICCT)
- In 2011, the government announced the goal of 1 million e-cars on the road. The total number today is about 83.000

- The Paris agreement requires full decarbonisation of the sector by 2050
- In order to stay well below 2 degree, this must even happen earlier: NGOs call for carbon free transport by 2035
- Effort Sharing Decision requires 38 % CO₂ reduction by 2030 (to 2005), sanctioned if failed up to 60 billion Euros accumulated (Agora Verkehrswende 2017)
- National Climate Action Plan: sector specific reduction goal: minus 42-40% by 2030 (to 1990)
- This means 40% in 11 years. In the past 28 years, we did achieve ZERO reduction

- Interim report by National Committee optimistic in rising use of biofuels and e-fuels – criticized by Environment Agency:
 - Too optimistic in numbers
 - Not considering demands from other sectors
 - PtX not available for land transport before 2030
- Announced:
 - Change of road traffic regulations to improve cycling (waiting for concrete proposal)
 - Reduction of VAT for long distance rail trip (only few raise in passenger number expected, mostly relevant for today's train user)
- Extension of buyers premium for e-cars – not too successful in the past, benefits wealthy customers to buy second or third car
- Digitization, autonomous driving: Effect unclear
- Even with optimistic accounting gap of 16-26 million tons CO₂eq

- CO2 pricing and a system to avoid social challenges
- End of climate harming subsidies
- Road charging for passenger cars depending on travel distance
- Speed limit on German highways
- Change of company car regulation that today gives incentives to purchase high emitting cars
- Concrete quote for zero emission vehicles

- Pressure is rising – ESD will result in high fines if failed
- Pressure is also rising in the public debate: Fridays for Future, result in EU election
- Great Coalition in Germany wobbling, reelection seem feasible – could lead to further delay of action
- Policy must no more delude us that the transition would work without affecting peoples daily life and old habits
- Policy should rather stand behind the need of transition and show the feasibility (instead of repeating not wantig to forbid something)
- Broad mix of measures, most of them available, leading to a positive result in the end

Thank you!

saar@duh.de